

accessing second contextual information indicative of subsequent operation of the vehicle; and
 updating the unified user interface based on the second contextual information, wherein the combined view is adjusted, and wherein adjusting the combined view comprises adjusting a size of the combined view in the unified user interface or adjusting the zoom level.

2. The method of claim 1, wherein the autonomous visualization includes a graphical depiction of the vehicle and a graphical representation of a real-world environment in which the vehicle is located.

3. The method of claim 2, wherein the graphical representation of the real-world environment comprises graphical depictions of other vehicles and graphical representations of one or more objects which are proximate to the vehicle.

4. The method of claim 1, wherein the combined view includes:

- a graphical representation of one or more lanes of a road on which the vehicle is located,
- a graphical depiction of the vehicle positioned in a particular lane of the one or more lanes, and
- map information comprising a graphical representation of a map associated with the road, wherein the graphical depiction of the vehicle is depicted as being on the map.

5. The method of claim 4, wherein the combined view represents a driving view, and wherein the graphical depiction of the vehicle is animated as driving in the particular lane.

6. The method of claim 1, wherein the method further comprises:

- receiving user input associated with updating the zoom level associated with the combined view;
- identifying a portion of the map information based on the updated zoom level; and
- updating the combined view, wherein the combined view includes a graphical representation of the portion of the map information.

7. The method of claim 1, wherein the autonomous visualization comprises a graphical depiction of the vehicle, and wherein the graphical depiction is reduced in size based on the adjusted zoom level.

8. The method of claim 1, wherein the second contextual information is associated with control of vehicle functionality via the unified user interface, wherein control of vehicle functionality comprises control of a heating, ventilation, and air conditioning, system, or control of a music application, or control of a navigation user interface.

9. The method of claim 8, wherein the unified user interface includes a plurality of icons associated with respective vehicle functionality, wherein updating the unified user interface comprises:

- updating the unified user interface to include a menu associated with a selected icon, wherein the menu is included in a first portion of the unified user interface; and
- re-sizing the combined view, wherein the combined is included in a second portion which is not occluded by the menu.

10. The method of claim 1, wherein the first contextual information indicates that the vehicle is navigating along a route, wherein the combined view further aggregates the navigation information, and wherein the second contextual information indicates that the vehicle has moved along the route.

11. The method of claim 10, wherein the route is associated with a plurality of driving events indicated in the navigation information, and wherein updating the unified user interface comprises:

- identifying a subset of the driving events which are within a threshold distance of a location of the vehicle or within a threshold driving time of the location;
- determining, based on the identified subset, that the zoom level is to be adjusted.

12. The method of claim 11, wherein a size of the autonomous visualization is adjusted based on the adjusted zoom level and wherein an area associated with the map information is increased based on the adjusted zoom level.

13. The method of claim 10, wherein the route is associated with a plurality of driving events indicated in the navigation information, wherein the combined view illustrates a first driving event of the plurality of driving events, and wherein the method further comprises:

- adjusting the zoom level, wherein the combined view illustrates a plurality of second driving events of the plurality of driving events,

14. The method of claim 10, wherein the route is associated with a plurality of driving events indicated in the navigation information, and wherein updating the unified user interface comprises:

- identifying at least one driving event which is within a threshold distance of a location of the vehicle or within a threshold driving time of the location;
- determining, based on the at least one driving event, that the zoom level is to be adjusted.

15. The method of claim 1, wherein the unified user interface is responsive to user input causing adjustment of the zoom level or translation of the map information along a particular direction.

16. A system comprising one or more processors and non-transitory storage media storing instructions which cause the one or more processors to render a user interface for presentation via a display included in a vehicle, wherein the user interface:

- presents a combined view which unifies an autonomous visualization and map information, wherein the autonomous visualization comprises a graphical depiction of the vehicle;
- responds to selection of an icon of a plurality of icons, the icons being associated with control of respective vehicle functionality, wherein in response to selection, the user interface presents an icon user interface; and
- dynamically adjusts the combined view, such that the icon user interface does not occlude the combined view.

17. The system of claim 16, wherein the instructions cause the one or more processors to access contextual information associated with operation of the vehicle, wherein the contextual information indicates the vehicle is in a driving mode, and wherein the autonomous visualization comprises a graphical representation of a real-world environment proximate to the vehicle.

18. The system of claim 17, wherein the graphical representation of the real-world environment comprises one or graphical depictions of other vehicles which are proximate to the vehicle.

19. The system of claim 17, wherein the autonomous visualization is updated by the one or more processors at a threshold frequency.